

POWER WAS READY TO FIGHT.

BUT GOV. KIMBALL OF R.I. WANTS
—THE CASE GOES OVER.

Power calls the Governor's Attorney a liar and says all the money received by the Manufacturers' Association is on deposit—Kimball's letter shown.

Gov. Charles D. Kimball of Rhode Island who got a summons recently in the Tombs police court for Andrew F. Power did not appear yesterday when the summons was returnable, and at the request of Leavitt J. Hunt, Gov. Kimball's attorney, the hearing was adjourned until Friday.

Power was on hand with his lawyer, Edgar W. Williams, and made strenuous objections to the delay. Power showed the Magistrate a copy of a telegram which he said he had sent to Gov. Kimball Tuesday.

In New York ready to meet your charges tomorrow. Do not believe you personally dare to press them. ANDREW F. POWER.

Attorney Hunt said Gov. Kimball had invested \$2,000 in shares of the New England Manufacturers' Association, and wanted to know where the money had gone to. Mr. Hunt said he also represented Lewis B. Curtis, who had invested \$2,000 in the same stock for the account of the Exporters' Association of America, which had guaranteed dividends on the New England Manufacturers' Association stock for two years, but which, Mr. Hunt declared, he and his clients believed to be without funds.

"Your Honor, the whole business is simply a case of malicious prosecution," said Power. "Every dollar is on deposit and I have the bankbook here to prove it."

"I'm very glad to hear that," said Mr. Hunt. "But you must tell us where the money was before."

"That's a lie," exclaimed Power. "Master Judge Flannery made the promoter tell me that."

Mr. Hunt went to the Tombs court later and told Magistrate Flannery that he did not think Mr. Curtis would be able to present his case Friday because of his illness. He promised to have another man of prominence who had put money into Power's concern in court on that day to testify.

At his office in the Tombs Building yesterday afternoon Power gave out a statement of his relations with Curtis and Gov. Kimball. Lawyer Hunt, he said, had told him that he had been indicted for criminal prosecution by laying out Gov. Kimball's interest. Power also gave out copies of a letter of introduction which he said Gov. Kimball had given him and which was addressed to the Governors of the other New England States.

The New England Manufacturers' Association was incorporated in this State in December, 1901. Its name was changed to the New England Manufacturers' Association, and it appeared as an incorporator on a certificate which Power showed yesterday. The letters of introduction were dated early in 1902 and were written on the letter paper headed "State of Rhode Island, Executive Department." Mr. Power also showed a similar letter signed by Gov. Kimball's name and addressed to the Governors of the other New England States. It was a letter from the Corporation & Knowledge from works of Worcester, Mass., to become a director in the New England Manufacturers' Association. The letter was signed by the president, "Charles D. Kimball," and signed the letter "Charles D. Kimball, Governor."

Mr. Power repeated his declaration that every dollar received was on deposit and said it was in the name of the New England Manufacturers' Association. He was not very explicit about the managing of the funds by the Exporters' Association of America, of which he is now general manager. It was a "personal arrangement" between Gov. Kimball, Mr. Curtis and himself, he said. "Neither would he nor would the other officers of the Exporters' Association."

DICKIE DEFENDS BROOKLYN.

City Complainant in Atlantic Avenue Suit That It's Quite a Place.

Argument was heard by Supreme Court Justice Dickie, in Brooklyn, yesterday, on the application of Robert W. Holmes, a Manhattan taxpayer, to have a temporary injunction restraining Controller Gout from paying the city's money for the improvement of Atlantic Avenue made yesterday. Under the special act of the Legislature the city is authorized and directed to contribute the sum of \$1,000,000 toward the cost of the work which extends from Flatbush Avenue to the city line at East New York.

Counsel for Holmes made it a point to deny that he was acting in the interest of the Brooklyn Rapid Transit Company which made an unsuccessful attempt to hinder the improvement of the road. He said that the city is authorized and directed to contribute the sum of \$1,000,000 toward the cost of the work which extends from Flatbush Avenue to the city line at East New York.

"We have lived over the river and haven't read the Brooklyn papers," replied plaintiff's lawyer.

"It is quite a place," replied the Justice. "That is so," replied the lawyer, "but the crux of the bridge entrance has prevented us from coming over here so often as we would like to."

"I'm inclined to follow the findings of Justice Smith," said Justice Dickie. He then took the papers and reserved decision.

MRS. MEADE WAS INSANE.

Brooklyn Woman Who Killed Her Children Neither Drunken Nor Destitute.

The coroner's inquest in the case of Alice and Mary Meade, the children who were strangled to death by their mother, Mary Meade, at 60 Emerson place, Brooklyn, on July 26, resulted in a verdict, that the woman was temporarily insane when she committed the deed. The death of the mother two days later at the hospital was shown to have been caused by pneumonia. Coroner Flannery said that the doctors had found that the woman had been affected in a condition that might bring on insanity at any moment. The coroner also said that the condition of the bodies of the children showed that they had been well cared for and that the stories about their being half starved were unfounded. The mother he said, looked like a well-nourished woman.

Richard Meade, the woman's husband, denied that she was an intemperate woman. She only drank a glass of beer occasionally, he said, he said, had for some time been acting queerly, but had never made any threats against the children. Her only worry seemed to be at the prospect of moving their home to Manhattan. This he said was a little bit of a trouble to her, while her ambition was to go up. Mr. Meade denied that the family were destitute or in need of food at the time of the tragedy.

Her Secretary Suits to Be a Briton. A de Villiers, former Secretary of the Orange Free State, suited for England yesterday at the American Hotel Philadelphia. He will leave for a British citizen at his old home in South Africa. He and the others held to hold, eventually, the same position with England as the Australians.

Dinner to Senator Culberson. Dallas, Tex., Aug. 6.—A dinner was given in honor of United States Senator Charles A. Culberson at the Oriental Hotel to-night under the auspices of the Dallas Commercial Club. Guests were laid for by Mr. Preminger. The dinner was a grand affair, but the dinner had no political significance.

10 PER CENT. ON C. & E. ILLINOIS.

Reported Terms of the St. Louis and San Francisco Offer.

A meeting of the Executive Committee of the St. Louis and San Francisco Railroad Company will be held to-day, and it was stated yesterday that following this meeting the terms of the purchase of the Chicago and Eastern Illinois road will be made public. According to reports in Wall Street yesterday the Chicago and Eastern Illinois has been secured on a basis of 10 per cent. for the common stock. That is, the Frisco agrees to give in exchange for every share of common stock of the Chicago and Eastern Illinois two and one-half 4 per cent. certificates, these certificates to have back of them the stock of the Chicago and Eastern Illinois and to be a direct obligation of the Frisco ahead of the St. Louis and San Francisco preferred stock. The certificates, according to the Wall Street reports, will bear the same relation to the Frisco as the preferred stock of the Kansas City, Fort Scott and Memphis. The status of Chicago and Eastern Illinois preferred stock remains unchanged, the Frisco guaranteeing the 6 per cent. dividend thereon.

Chicago is to be the issuing of a charter for the construction of the Chicago and Memphis Railroad, to run from Gray's Point, opposite Thebes, across the new Mississippi River bridge, which the Chicago and Eastern Illinois is building in connection with other roads between the two points to Renzels, Mo., nine miles west of Thebes, and to be made with the St. Louis, Memphis and Southern Railroad, which is part of the St. Louis and San Francisco. This connecting line will give the Frisco the shortest route from Chicago to Memphis, Tenn., and Birmingham, Ala., as well as a general freight line to Kansas City. According to the charter a charter has also been filed for a line from Hoxie, Mo., to Little Rock, Ark., a distance of 125 miles, which will give the Frisco a good line from Chicago to Little Rock.

"You are probably right, captain, and I'll discharge you," said Laverty. "I advise you in future, though, to steer clear of this port. It's full of treacherous rocks and shoals."

"The best craft that ever weathered a gale is apt to go aground sometimes," he observed to the Magistrate, when asked for an explanation.

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S. I. LIGHT AND TRACTION DEAL.

Companies to Be Consolidated as Richmond Light and Railroad Company.

The properties of the Staten Island Electric Railroad Company and the New York and Staten Island Electric Company were sold at auction yesterday in the railroad company's office at St. George by Auctioneer Charles Griffith of Port Richmond. The railroad property was bought in for \$250,000 and that of the New York and Staten Island Company for \$100,000. The purchaser of both was William L. Bull, chairman of the reorganization committee formed to control both properties.

The railroad company operates three lines, one from Elizabethport to South Beach, one from St. George to Brighton Heights and the third from St. George to Silver. The New York and Staten Island company supplies electric light throughout the island. Neither company, it is said, has ever been on a paying basis and the two properties, which are in the hands of Receiver John Greenough since March 1, according to the present programme the two companies will be incorporated on Sept. 1 as the Richmond Light and Railroad Company.

The property of the New Jersey and Staten Island Ferry Company, which is connected with the other companies, was also to have been sold but was withdrawn.

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FINANCIAL AND COMMERCIAL.

There was an increase of nearly 50 per cent. in the volume of trading in stocks to-day, as compared with yesterday. It was due chiefly to greater activity in Texas Pacific and in Atchafalaya common.

The trading in the first named was the most extensive in many months and resulted in a net advance of 2 1/2 per cent. There were no developments regarding the property that have not been a matter of public information all along, nor is it supposable in the present apathetic condition of the stock market that there was a sudden appreciation of those developments. The same statements are equally true of Atchafalaya common. As a matter of fact, activity in these two stocks was simply the result of speculative activity, resulting from a shifting of manipulative operations. A good deal might be said in favor of both stocks, chiefly regarding their earnings and prospects, but substantially the same arguments could be advanced with equal force regarding many other railway shares. Hence the inference can logically be drawn, and it is also strengthened by the character of the dealings, that the movement in both was largely the result of speculative operations.

The noteworthy dealings outside of the two stocks mentioned were in Missouri Pacific, Southern Railway and, in the industrial list, in Sugar Refining, which was exceptionally strong at a net advance of nearly 1 1/2 per cent. The strength of the market generally appeared to disturb the short interest in Peoples Gas and on light transactions it also closed 1 1/2 per cent. higher than last night, the final price being the highest recorded for it. Other industrials that attained a higher level were American Car and Foundry preferred, Columbus and Hocking Coal and Iron, Consolidated Gas, National Lead and Sloss-Iron. Unusual interest was manifested in the express stocks, with United States leading in respect to activity at a net gain of a point. On the purchase of 100 shares Wells Fargo advanced 10 points, and on the purchase of 200 shares Adams rose 4 points. At a reaction of 2 points from the highest price, American Express closed a point higher.

Less active financial issues that enjoyed net gains of a point or more were Atchafalaya preferred, Canadian Pacific, Hocking Valley issues, Illinois Central, Kansas City Southern preferred and Metropolitan Securities. There was a decided falling off in the dealings in the last named, yet it recovered half of yesterday's net loss. There was a continuation of the activity in St. Louis and San Francisco, with the latter leading in respect to activity at a net gain of a point. On the purchase of 100 shares Wells Fargo advanced 10 points, and on the purchase of 200 shares Adams rose 4 points. At a reaction of 2 points from the highest price, American Express closed a point higher.

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